

# BookletChart™

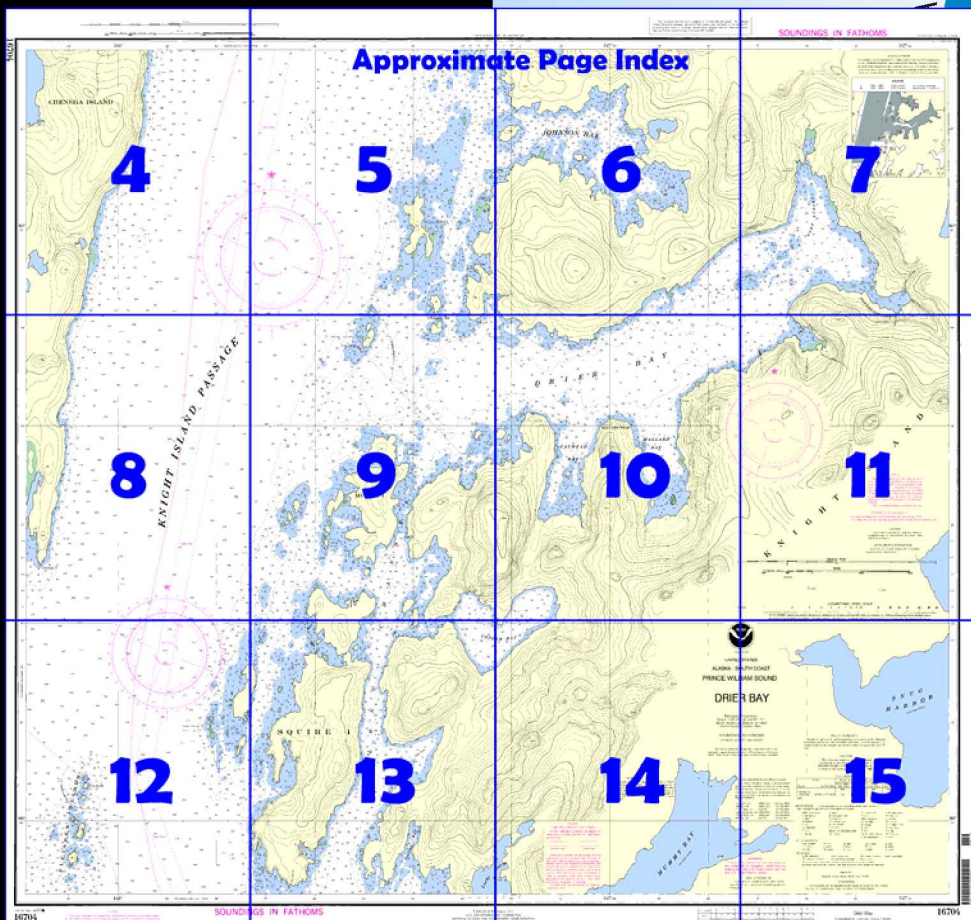
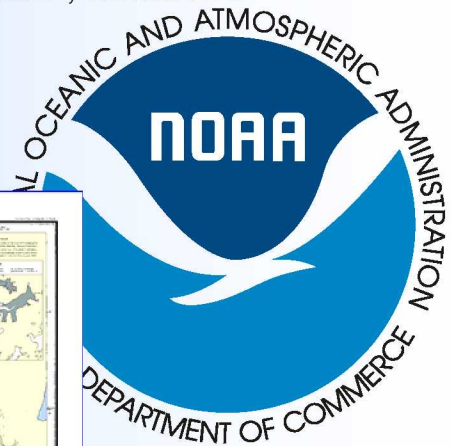
## Drier Bay

(NOAA Chart 16704)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

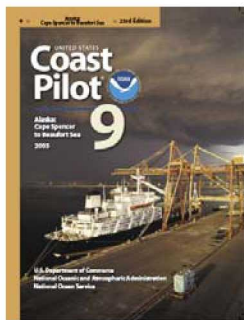
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 9, Chapter 4 excerpts]**

(735) **Squire Island** and Mummy Island, two large islands on the E side of Knight Island Passage, are separated from Knight Island by Long Channel. Squire Island, the S one, is the higher of the two. A drying ledge is 0.3 mile SW from **Squire Point**, the S end of the island. Two small islands are 0.3 mile off the W side of Squire Island, and from these islands a large reef extends 0.4 mile W to **Point of Rocks**, the latter awash at high water. The channel between Mummy and

Squire Islands leading into Long Channel has rocky, broken bottom, and should be used with caution.

(736) **Long Channel** is an inside passage, 4.5 miles long, for small craft from Drier Bay to the S part of Knight Island Passage. The channel narrows to 80 yards abreast Mummy Island. Numerous shoals to 1 fathom and a rock that uncovers at low water are between Mummy Island

and the middle of the passage. Vessels should favor the E side and keep within 100 yards of Knight Island to avoid the dangers. A rock, covered at high water, is in the N entrance 0.3 mile E from the N end of Mummy Island. The tidal currents have little velocity.

(737) **Copper Bay**, on the E side of Long Channel, is abreast the N end of Squire Island. Its entrance is very narrow and foul, and suitable only for small craft with local knowledge. The tidal currents have considerable velocity in the entrance.

(739) **New Year Islands** are on the N side of the approach to Drier Bay. They are wooded, and the largest is 200 feet high. **New Year Islands Light** (60°18'43"N., 147°55'08"W.), 23 feet (7.0 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark, is S of the largest timbered island of the group. Bare reefs extend 250 yards SW from the light. Rocks that uncover, about 500 yards NNE from the N island in 60°19'24"N., 147°54'39"W., are a serious danger in the channel between New Year Islands and the islands to the N. (741) Local knowledge may be required in recognizing the entrance to Drier Bay, as there are several groups of islands on the E side of Knight Island Passage, both N and S of the entrance. Approaching from N, the island in the mouth of Johnson Bay is a good mark. The chart is the guide.

(744) **Cathead Bay** is on the S side of Drier Bay, 2 miles from Mummy Island. Two Islands are in the upper part of the bay. In the entrance of the bay, 0.1 mile from the W side, is a 0.6-fathom shoal. A depth of 1.9 fathoms is midway between the two islands and depths to 1.2 fathoms are 150 yards E of the S island. A large foul area extends 175 yards S of the S island almost to shore.

(745) **Cathead Shoal**, with a least known depth of 3½ fathoms, is about 500 yards NE from **Cat Head**, the point on the W side of Cathead Bay entrance. Entering Cathead Bay, favor the E side to avoid Cathead Shoal and the 0.6-fathom shoal, then proceed with caution on either side of the islands at its head.

(746) **Mallard Bay**, on the S side 2.5 miles inside Mummy Island, is foul for a distance of 0.2 mile from its head. Approaching with care, anchorage can be made 0.4 to 0.7 mile from the head in 17 to 26 fathoms. No swell makes into the anchorage, but williwaws are possible during heavy SE weather.

(747) **Barnes Cove** is obstructed by ledges at its entrance, and shoals extend from the shores. Small craft entering with care can find good anchorage in 6 fathoms. Vessels can anchor 300 to 500 yards off the entrance in 18 fathoms.

(748) The point on the NE side of Barnes Cove is prominent and high, with bare rocky slides. A reef extends 150 yards off the NW side of this point.

(751) **Northeast Cove**, at the head of Drier Bay, is small and has shoals at its entrance and also inside for 0.1 mile from its head. Small craft entering with care can find good anchorage in 2 to 3 fathoms. Vessels can anchor 300 to 500 yards off the entrance in 17 to 19 fathoms. A 2.5-fathom shoal in 60°19'33"N., 147°45'43"W., is about 200 yards offshore and 0.4 mile W from the entrance. Anchorage can be selected about 0.3 mile from shore in the NE end of Drier Bay, in about 20 fathoms. (752) **Port Audrey** is the N arm of Drier Bay. A rock covered 1.2 fathoms in 60°20'26"N., 147°46'04"W., is about 500 yards S of the entrance to the lagoon at the head of the arm. The lagoon has a depth of 0.5 fathom in the entrance and good anchorage inside for small craft in 4 to 5 fathoms. A flat extends 250 yards from the head of the lagoon. Violent winds blow in and out of Port Audrey.

(754) **Johnson Bay** is suitable only for small craft; mariners without local knowledge should enter at low water only, and proceed with caution in the vicinity of all broken ground. A wooded island is in the mouth of the bay. The entrance, N of the island, is about 125 yards wide between reefs that bare. The axis of the channel is about 125 yards from the N shore. From Knight Island Passage, a course for the N point at the entrance in range with a pyramidal peak of black rock, 2,090 feet high, above the head of the bay, will lead between the outlying dangers to the entrance.

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Whittier, AK	KXI-29	162.40 MHz

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mercator Projection  
Scale 1:20,000 at Lat 60° 17'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.398" southward and 7.108" westward to agree with this chart.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	M/CRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## TIDAL INFORMATION

Place	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name (LAT/LONG)	feet	feet	feet	feet
Port Audrey, Drier Bay (60°20'N/147°46'W)	12.1	11.2	1.6	-4.0

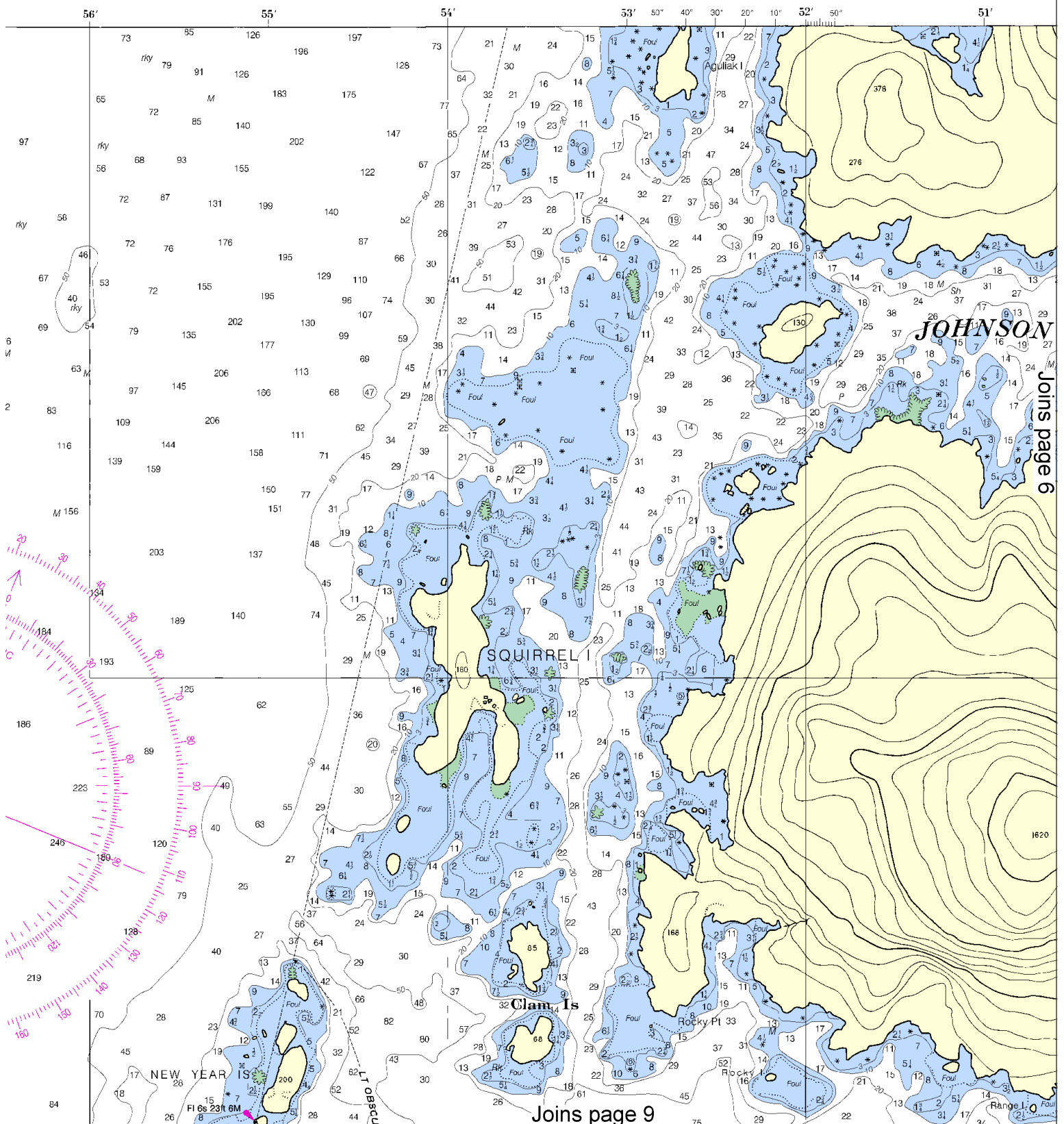
(801)



~~SCALE 1:20,000~~  
Nautical Miles

See Note on page 5.





Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8524, 1st Ed., Mar. 1908 KAPP 2600



Printed at reduced scale.

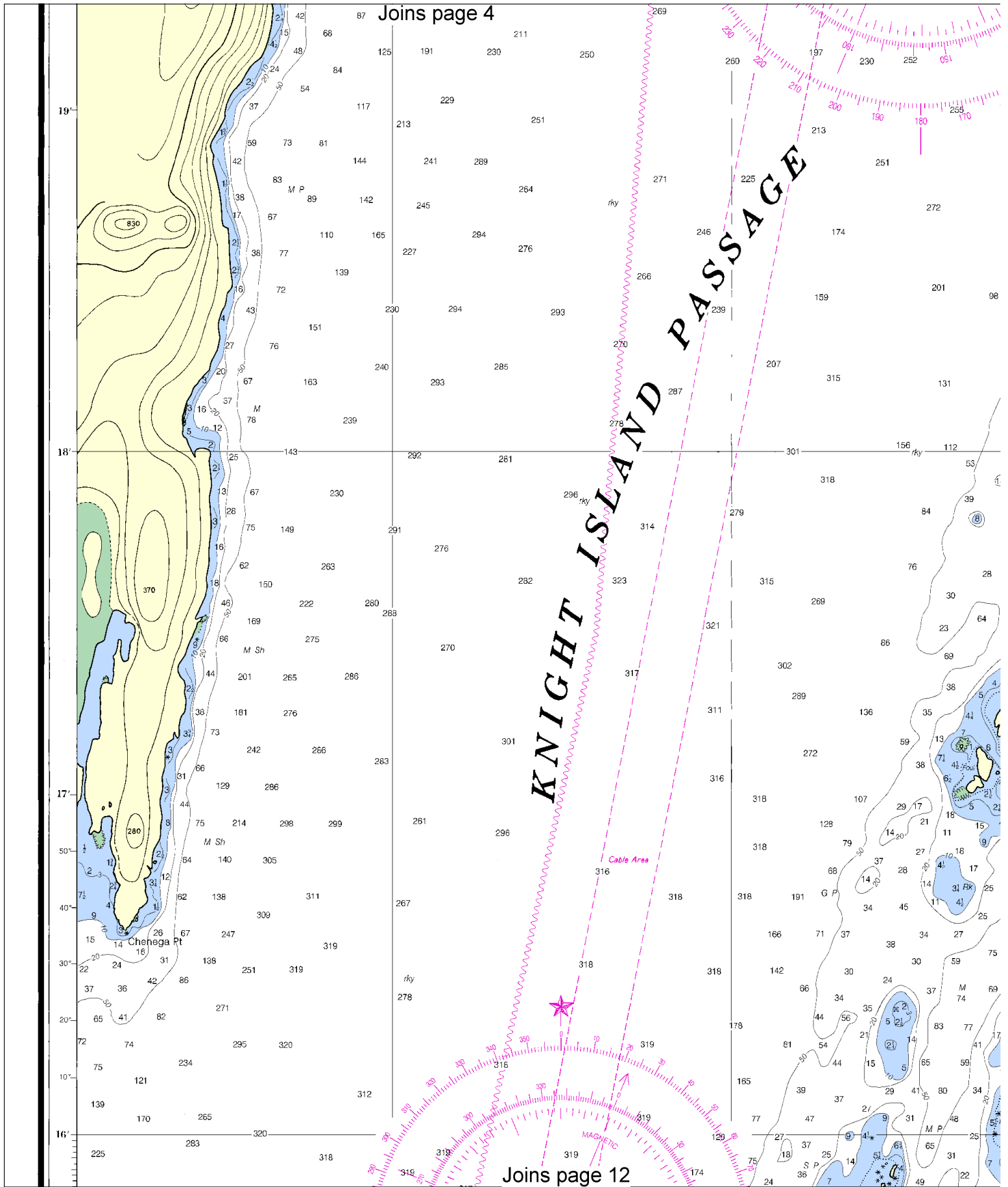
SCALE 1:20,000  
Nautical Miles

See Note on page 5.

Yards

Joins page 11-1500

Joins page 4

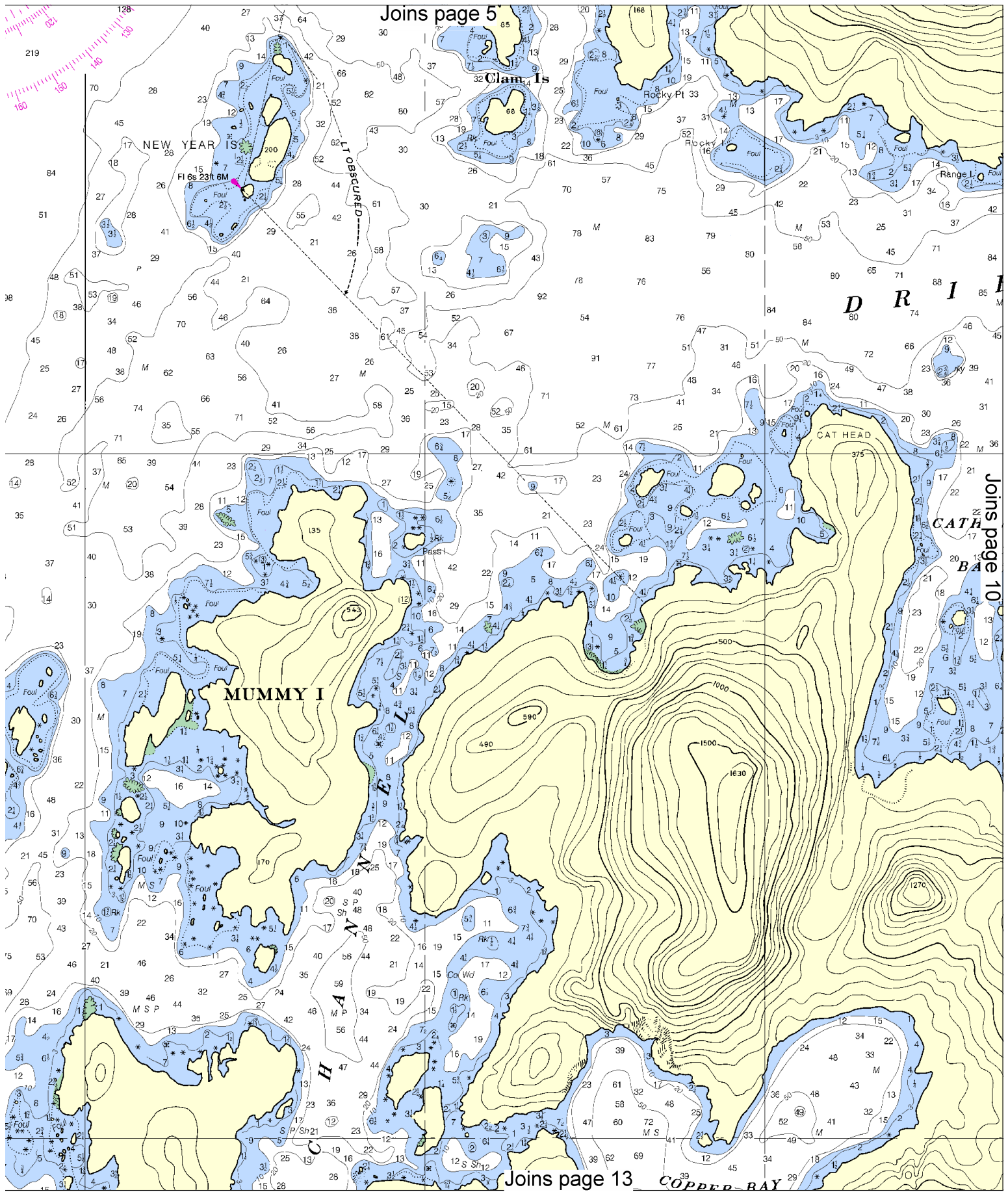


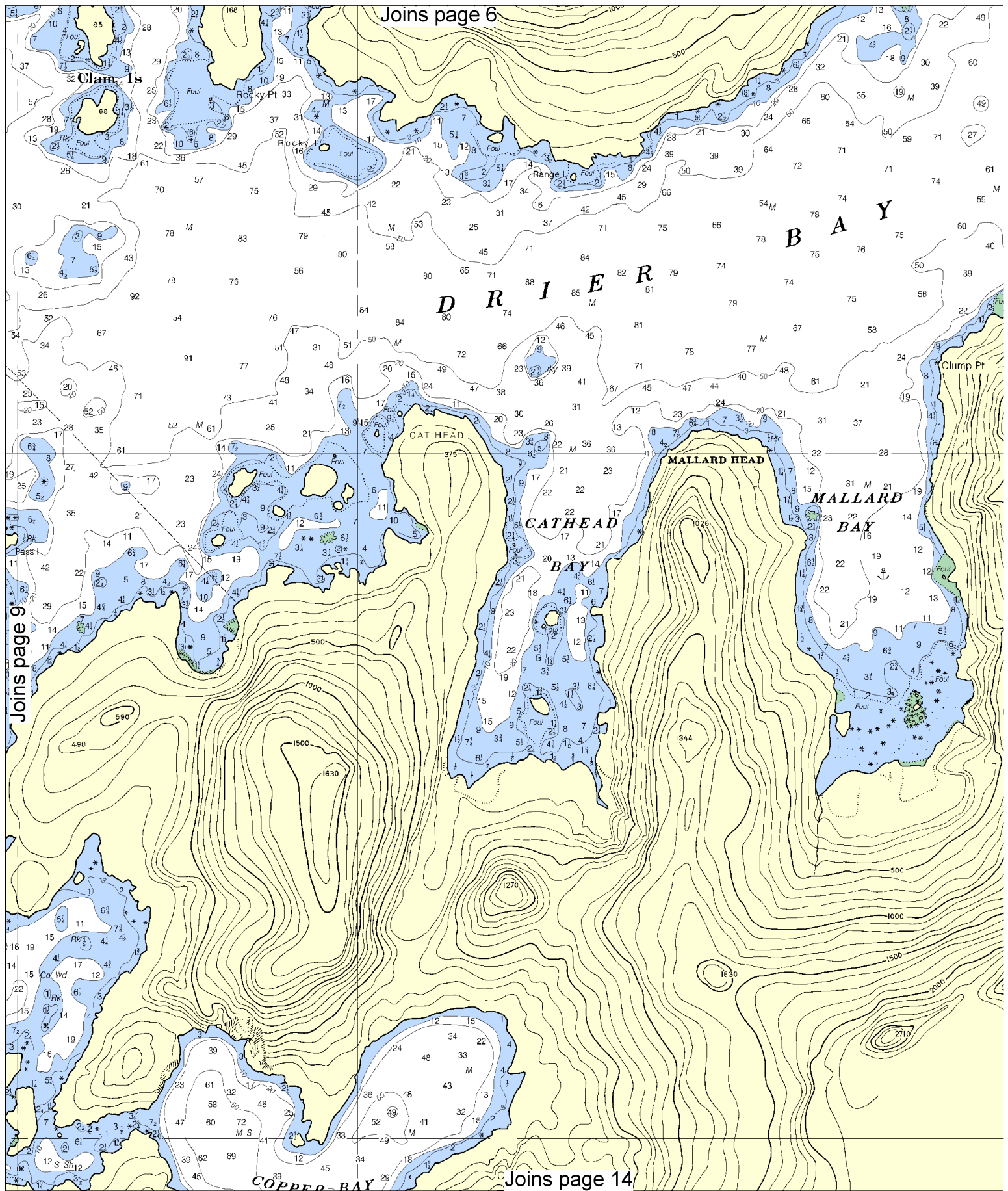
8



Printed at reduced scale.

See Note on page 5.





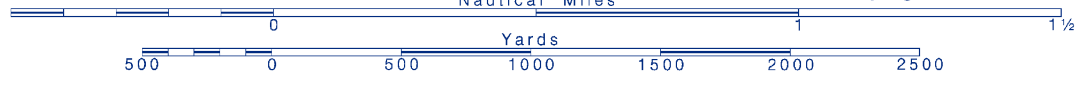
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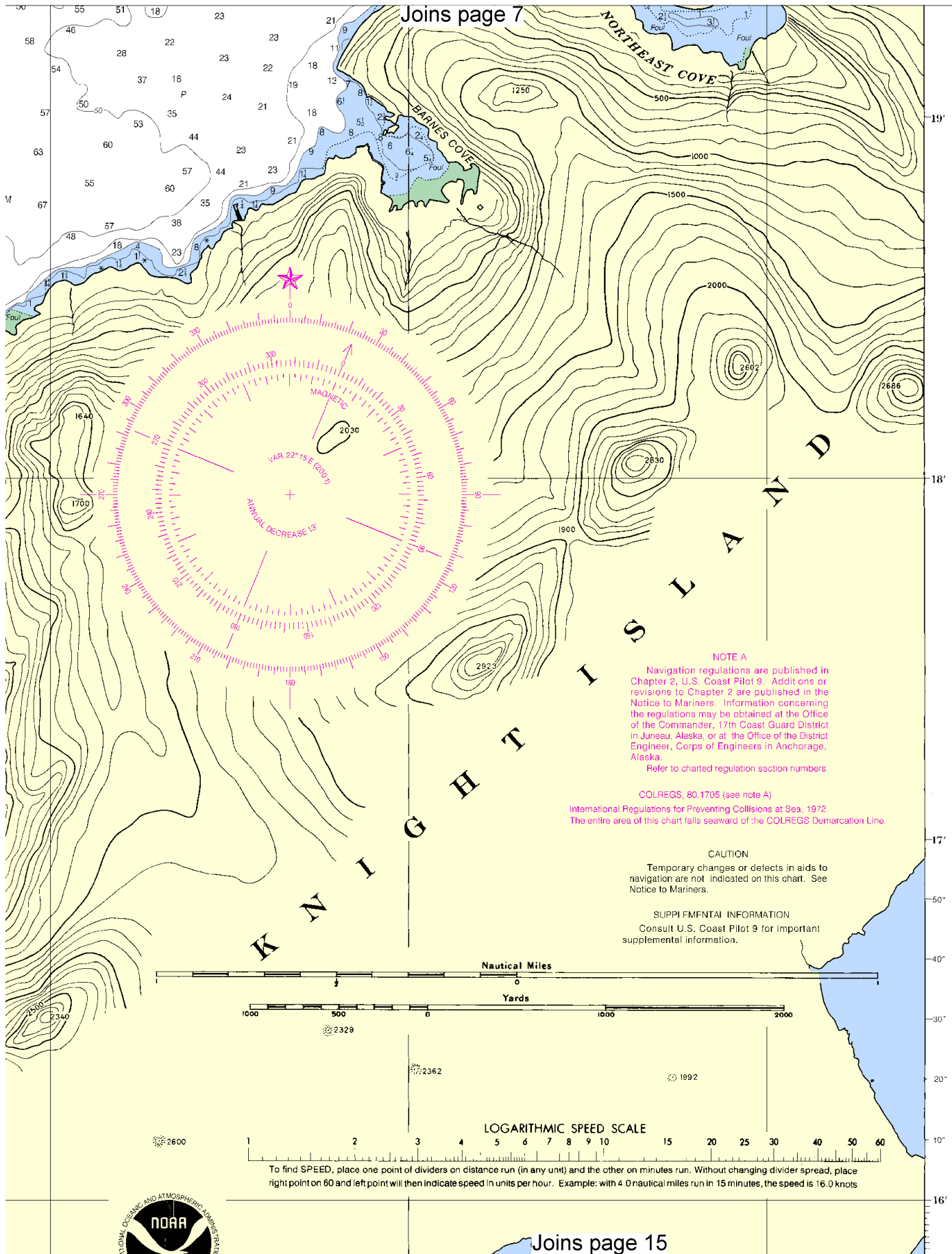
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.

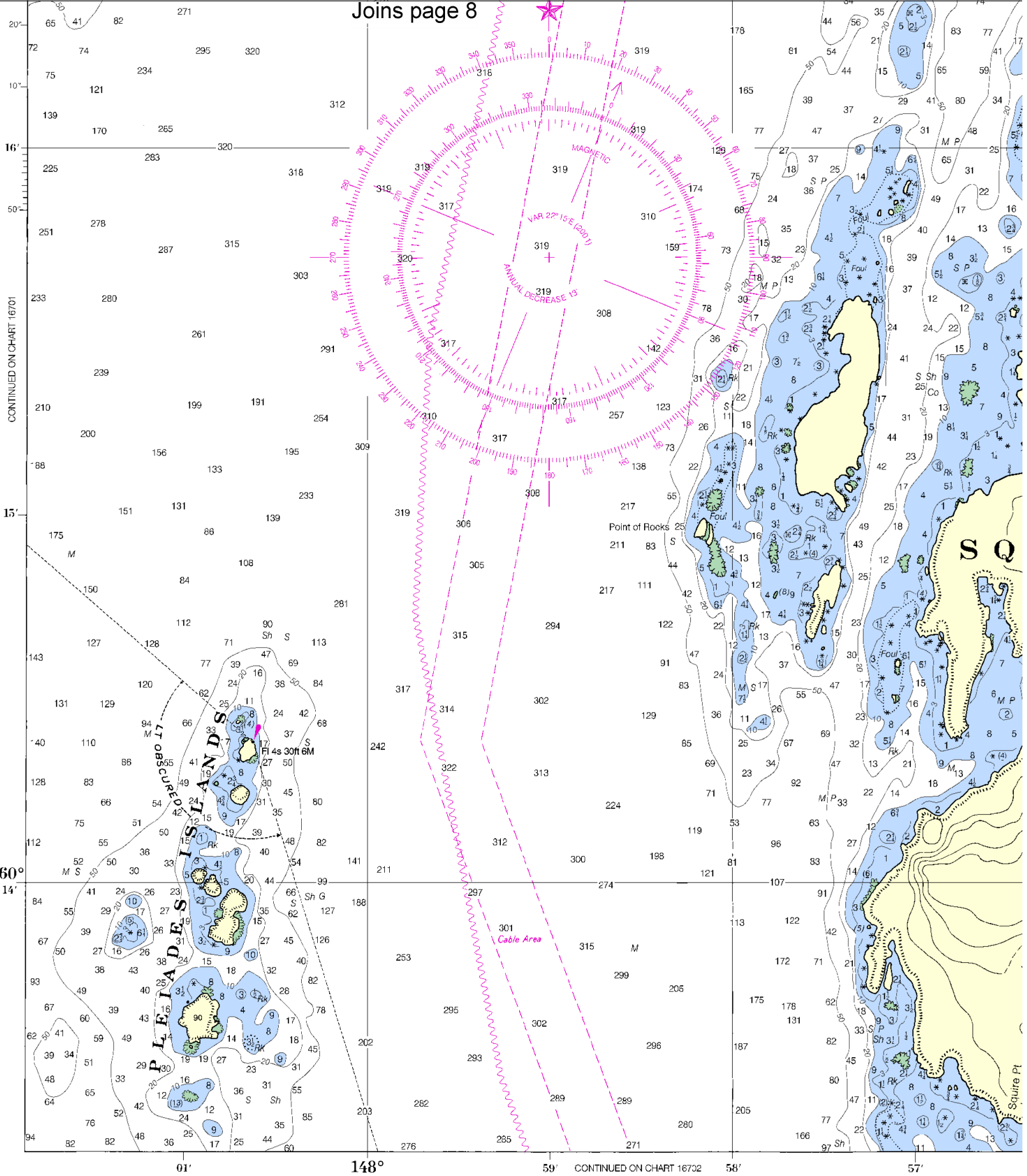


Joins page 7



Joins page 15

Joins page 8



13th Ed., Sept. 29/01

16704

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FA'

12

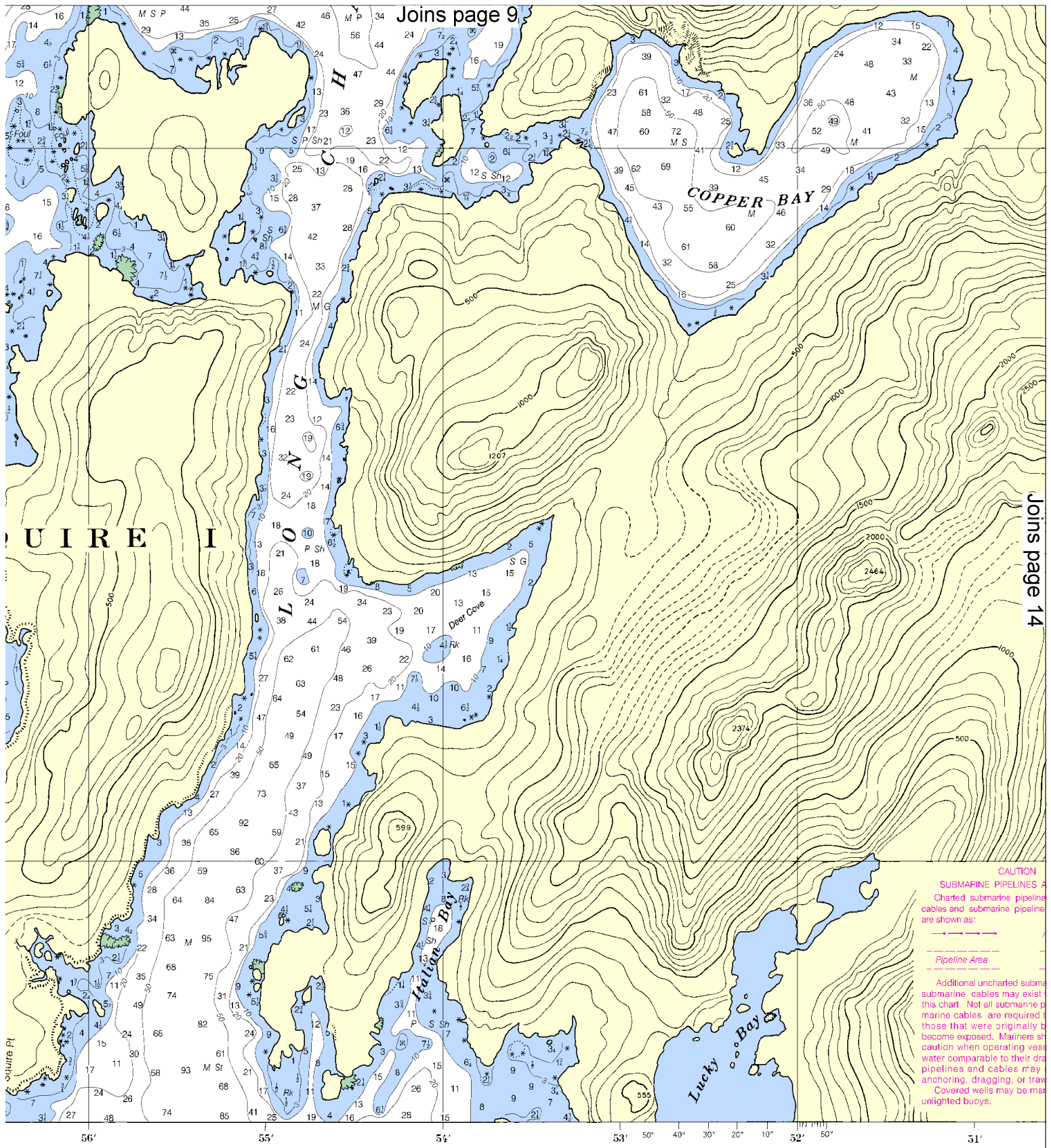


Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

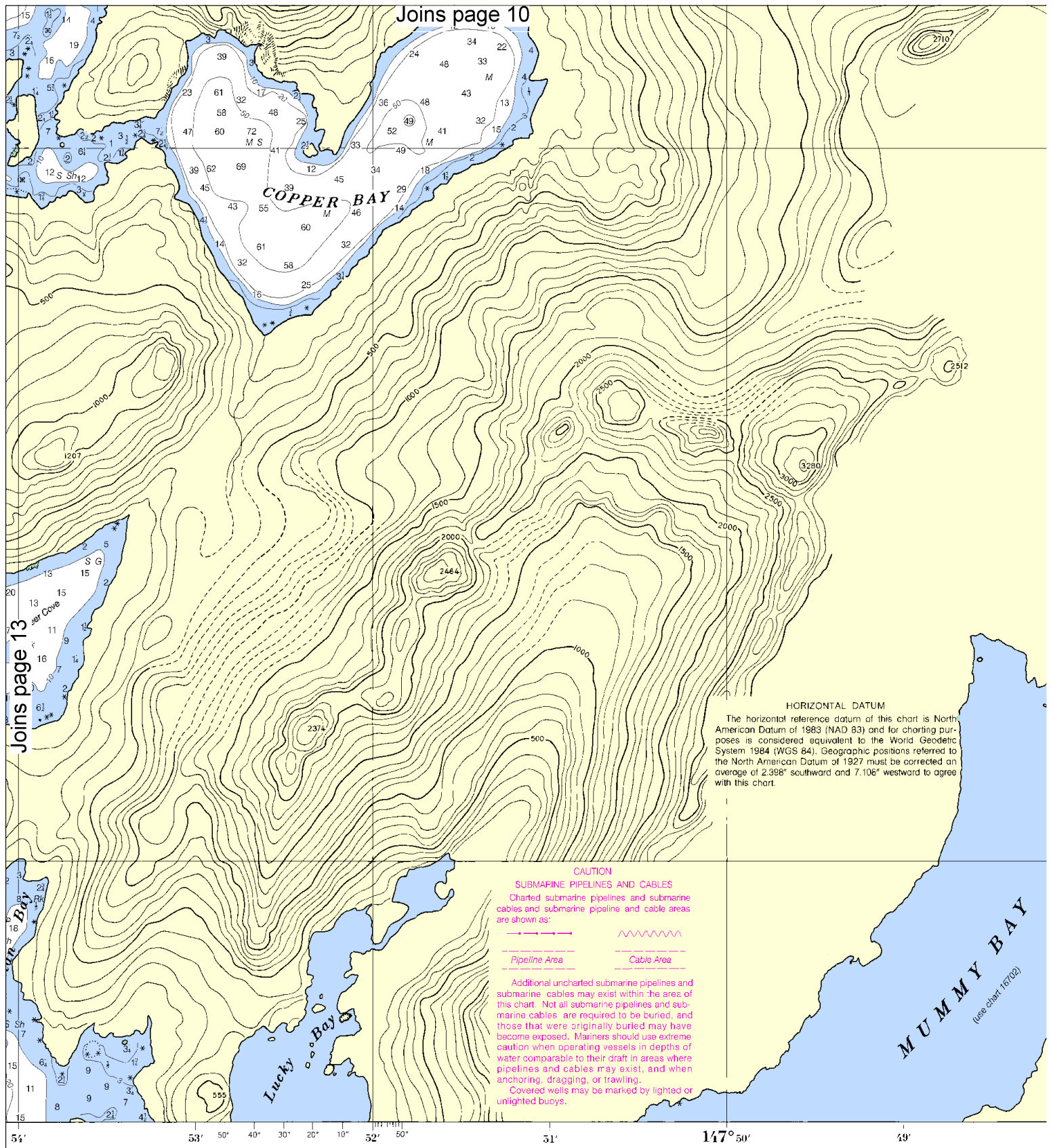
See Note on page 5.





THOMS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

2600

## LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots



UNITED STATES

ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

## DRIER BAY

Mercator Projection  
Scale 1:20,000 at Lat 60° 17'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shorelines as a result of the earthquake of March 27, 1964

## TIDAL INFORMATION

Place	Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Audrey, Drier Bay	(60°20'N/147°46'W)	12.1	11.2	1.6	-4.0

(801)

## NOAA WEATHER RADIO BROADCASTS

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Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Whittier, AK	KXI-29	162.40 MHz

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SFC sector
C can	M nautical mile	Or orange	St M statute miles
DiA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mk marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rcp reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

60° 14'



ED NO. 13

NSN 7642014011371  
NIMA REFERENCE NO. 16XHA16704

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	0	12	16	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Drier Bay

SOUNDINGS IN FATHOMS - SCALE 1:20,000

16704

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).